

AMENDMENTS TO THE SPECIFICATION

Please amend the paragraph beginning on page 4, line 32 and ending on page 5, line at line 8, as follows:

Specifically, a pressing section 52 is provided in a shaft 2 which is serration-joined to an inner ring 20, while a receiving section 58 is provided in a cage 40. Elastic abutment between the pressing section 52 and the receiving section 58 presses the inner ring 20 toward the opening side of an outer ring 10 (see FIGS. 3 and 4). Since the ball grooves 24 of the inner ring 20 are shaped to ~~spread-contract~~ toward the innermost side of the outer ring 10, this movement reduces the radial clearances of the ball tracks to prevent the occurrence of rotational backlash.

Please amend the paragraph beginning on page 9, line 2 and ending on page 10, line at line 7, as follows:

In the above arrangement, when the serration shaft section of the shaft 2 and the inner joint member 20 are serration-joined to each other and a snap ring 4 is mounted to completely join the two (see FIG. 3 or 4), the pressing section 52 of the pressing member 50 and the receiving section 58 of the receiving member 56 abut against each other, whereby the elastic member 54 is compressed. Thereby, the inner joint member 20 integrated with the shaft 2 is axially displaced to the opening side of the outer joint member by elastic force, which displacement, since the ball grooves 24 of the inner ring 20 are shaped to ~~expand-contract~~ to the innermost side of the outer ring 10, reduces the axial clearance stemming from the track clearance, thus preventing rotational backlash.

Please amend the paragraph beginning on page 10, line 26 and ending on page 11, line at line 17, as follows:

In attaching the fixed type constant velocity joint 1 to a vehicle to serve as a steering-purpose shaft joint, it is preferable that the bend phase of the steering shaft 2 in the straight travel state of the vehicle be adjusted to be the ball groove 14, 24 direction of the constant velocity joint 1. In other words, the rotational direction phase ~~in which having~~ the bending direction of the steering shaft 2 ~~is being in the direction of~~ the ball groove 14, 24 ~~direction is placed in~~ eoincidence coincides with the steering wheel rotational phase ~~when inbcng such that the~~

~~vehicle is in a~~ the-straight travel state-of-the-vehicle. Thereby, degradation of the steering stability accompanying an increase in hysteresis can be avoided. More specifically, as shown in FIG. 7, the joint is attached so that the bend phase of the steering shaft 2 in the straight travel state of the vehicle coincides with the ball groove 14, 24 direction of the constant velocity joint 1. FIG. 9 shows a comparative example in which the bending direction of the steering shaft 2 extends between the ball groove 14, 24 directions of the constant velocity joint 1. The torque-torsional angle diagrams for FIGS. 7 and ~~10-9~~ are shown in FIGS. 8 and 10, respectively. As is clear from these figures, the hysteresis is small (FIG. 8) when the bending direction of the steering shaft 2 is the ball groove 14, 24 direction (FIG. 7) and is large (FIG. 10) when it extends between the ball groove 14, 24 directions (FIG. 9). Such tendency is pronounced particularly when the set joint angle (α : FIG. 2B) exceeds 30°.